



Big Tour to Europe

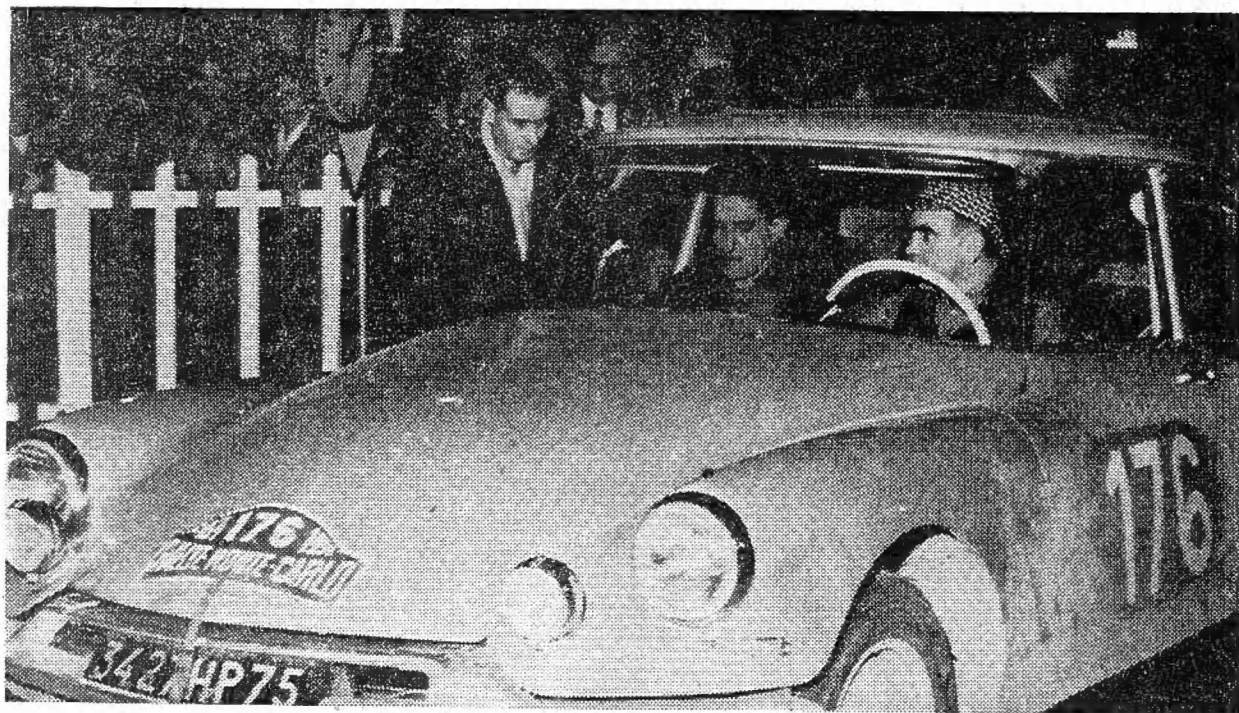
MOTORACING, in conjunction with Dusty Mahon of Westwood Travel Service and Pan American World Airways, announces a fabulous 24-day summer tour to Europe. Tentative dates: July 25—Aug. 18.

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The tour will take in the Grand Prix of Germany at famed Nurburgring. Ten countries will be visited . . . tours through the leading auto factories . . . something to do for ALL members of the family.

Turn to back cover for additional info, and write TODAY for details to MOTORACING, P.O. Box 1127, Culver City Calif.

Vol. 4—No. 8 Culver City, Calif Price 15c
CHEAP
(Published Bi-Weekly except last issue of calendar year)



CITROEN WINS — Here they are the toast of the rallying world — Paul Coltelloni and Pierre Alexandre of France as they drive a Citroen ID 19 across the finish line to win the world-famed Monte Carlo

rally in Monaco last week. They started from Paris, driving through fierce weather over Europe's most treacherous roads. French cars took the first 4 places. Read Henry N. Manney's story of the event on Page 3.



COUP DES DAMES (women's division) in the 1959 Monte Carlo rally was won by 2 pretty English girls, Pat Moss, driving the new Farina-styled Austin A.40 and Navigator Ann Wisdom. They placed 10th overall. Here they approach Monte Carlo for finish of the grueling grind.

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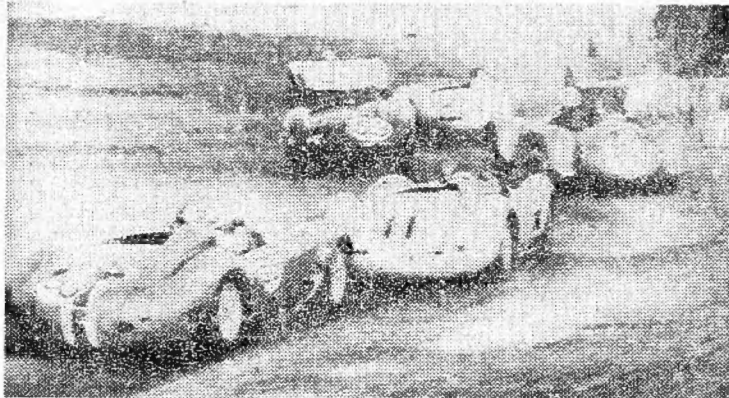
Ginther (4.1 Ferrari) Pomona Winner

MOTOR RACING

And ECONOMY CAR NEWS

Vol. 4—No. 8—Culver City, Calif. Feb. 6-13, 1959
(Published Bi-Weekly except last issue of Calendar Year) 15c Cheap

POMONA RACING SCENES



THROUGH TURN 3 — Top photo shows early action in the main event at Pomona last weekend. Max Baichowsky leads pack in Buick Spl., followed by Richie Ginther, Ferrari, eventual winner; Dan Gurney, Ferrari; Don Huletto Corvette Spl.; John von Neumann, Ferrari; and Bill Krause, Maserati. Middle photo: Baichowsky (l.) receives MOTORACING award for best performance in a homebuilt car for '58 — the Bell 500TX Helmet trophy — from WRC Shedenhelm of MOTORACING. Next to Max are his wife, Ina and Eric Hauser, who also drives the famed car. Bottom: Ginther chats with his bride, "Jackie," at grid prior to race start. (MOTORACING photos by George Woods and Charles Melcalf.)



MIKE HAWTHORN, left, who was killed in a highway accident recently, chats with an official of the Ferrari factory, for which he drove last year when he won the world's driving championship. Photo was taken by MOTORACING's Robert Nitske.

'Speed Killed Mike Hawthorn'

GUILDFORD, England, Jan. 26—Speed killed Mike Hawthorn, 29, colorful, flaxen-haired world driving champion who retired after winning the 1958 title.

That was the verdict of a coroner's jury here today. It ruled that excessive speed on a slick highway was the prime cause for the highway accident that took Hawthorn's life Jan. 22. Witnesses said his speed ranged from 80 to 100 mph in his Jag.

Hawthorn had said that type of accident should never happen to a good driver. The hard-locked wheels of his car skidded for about 100 yards along a quiet, seemingly harmless English road. The car hurtled into a truck, caromed off into a tree. He was killed outright. It took an hour for firemen to extricate his body.

Recently, he had said a skid was the "absolutely final brand of a careless driver. But it happens and you must learn what to do."

Krause Next As Balchowsky Hits Oil, Blows Lead

By W. R. C. SHEDENHELM

MotoRacing Staff Correspondent

POMONA, CALIF., Feb. 1 — Rapid Richie Ginther, driving John von Neumann's 4.1 Ferrari, won the 25-lap main today on the 2-mile, 11-turn fairgrounds course at the CSCC's 8th running of the Pomona races. An estimated 15,000 spectators saw Max Baichowsky's "Old

CHARTS — PAGE 4

Yellar" Buick Special out-accelerate 5 Ferraris, an Aston Martin, a Maserati and assorted big-bore monsters off the starting line and into turn 1.

On lap 4, coming through turn 6, Gary Pickens' modified Triumph TR-2 blew its engine and dumped oil all through the turn and along the inside of the back straight. Baichowsky, booming through the turn seconds later, hit the oil, slid through the turn sideways and spun off the course. Ginther and Bill Krause, (4.5 Maserati), close behind Baichowsky, tried to avoid the spinning car, hit the oil, and went off the outside of the turn towards the crowd. They quickly regained the course and took over the 1 and 2 spots, which they held until the end. Ginther won by 4 sec., averaging 86.6 mph.

Max Loses 2 Laps

In sliding sideways through turn and over a bump, Baichowsky had the left exhaust pipe pull loose and was forced into the pits to remove it, losing 2 laps. In trying to make up the lost time, Max was clocked at 1:21.8, for best-time-of-the-day, only to have Ken Miles later set a new course record of 1:21.30 in a Porsche RS Spyder. Miles, who had entered the 1600cc car in the over 2000cc race after winning the under 2000cc event by a large margin on Saturday, finished 3rd behind Ginther and Krause. Dan Gurney (Arciero's 4.9 Ferrari), who had won Saturday's main, placed 4th.

Playan Almost Wins

In the under 2-liter main, Joe Playan boomed his RS into the lead early in the race and pro-

Vignettes

- ★ Hey, Sebring
- ★ Cary Folds Up
- ★ Pomona Site Hit

By Gus V. Vignolle

IF YOU ever happen to go off your rocker, which is not uncommon these days, and want to know how it feels to be gouged and defrauded (but good!), go to Sebring, Fla., around race time. That will be March 21 this year.

Jesse James must have been brought up in that sticky swamp. Most of the peasants there must be graduates of a Jesse James course in holdup. In all my travels I have found more burglars and outright rude and unscrupulous people in only 3 other dumps—Alexandria and Port Said, Egypt, and New Orleans. Fifty bucks a night for a room at a private residence (honky-tonk hotels fill up quickly)—and that kind of banditry.

And don't tell me differently, Frendo, because I was there and still bear bruises from the pistol prodding. I only hope I can avoid going there this March to cover the deal.

When a FI race was planned there for March 22 (it was postponed), Denise McCluggage wrote in the NY Herald-Trib: "Now there will be two Sebring (two races known as Sebring, that is, not two towns. That would be too much to bear)". That should (Continued on Page 3, Cols. 1-2)

IN THE NEWS

SCCA IN, CSCC OUT
SAN FRANCISCO, Feb. 4 — Hopes that the Cal Club would land one of the 1959 races at Laguna Seca faded with the announcement here today that 2 dates have been granted to the SF Region of SCCA. Contract was signed with SCRAM for June 6-7 and Oct. 24-25. First race of the season for SF Region is Stockton, April 18-19.

TEXAS RACES
FORT WORTH — The Texas Reg. of the SCCA and the Ft. Worth SCC will hold the 5th "Frostbite Races" at Eagle Mt.

Nat'l Guard Base, near Ft. Worth, Texas, Feb. 14-15. Five 30-minute races and a 45-minute main will be held on the 3-mi. airport course with 14 turns.

EUROPE IN '60
Preliminary groundwork has been laid in setting up an L.A. Porsche Owners' Club trip to Europe in 1960. A charter TWA Super-Constellation would fly the group from L.A. to Stuttgart and from Paris to L.A. (4 weeks following departure date) for a figure which breaks down to \$450 per person providing 73 seats are filled, according to Ilse Newman.

\$15,000 RACE MARCH 7-8

Promoted by the Calif. Sports Car Club, J. C. Agajanian and the LA Examiner, a pro-sports car road race will be staged at Pomona Saturday and Sunday, March 7-8.

The race, for \$15,000, will be a 150-miler. Promoters say it has FIA sanction.

Amateur drivers will be allowed to compete for prize money without sacrificing their status. There will also be a full schedule of races for all sizes of cars. The Pomona track is a 2-mile, 11-turn test. Promoters hope for top European and US drivers to compete for the \$15,000 pot.

Low Tolls of Pro-Am Issue

By TOM WILSON
MOTORACING
Staff Correspondent

ST. LOUIS, Jan. 24—With 85 regions represented at the annual meeting of the Sports Car Club of America here this weekend, Regional Executive James R. Lowe, of San Francisco, told the board of governors of the pro-amateur issue that recently flared up on the West Coast. This was discussed in a private meeting and the findings of the board will be made public if and when the board desires.

There were no flareups from the floor, and it seemed the desire of members that the new board be given a chance to work out the organization's problems before any criticism is voiced. In a reciprocating mood, the board expressed willingness to correct any fact or fancied wrongs of the past.

Bothwell Honored

One of the most popular awards at the annual banquet was the Woolf Barnato Trophy to Lindley Bothwell, past regional executive of the Los Angeles region. This trophy is inscribed, "Member contributing the most to the club during the year." (For other awards, see box on page 1). More inter-regional and area

activities were urged by Donald Close of Northern N. J. region, during the informal discussions. The thought was expressed that annual inter-regional and area dinners prior to the National conclave would prove beneficial, creating greater interest in the overall picture. Such an organizational meet, involving the NY, New England and NJ area, is planned soon. A similar deal is envisioned for the West Coast.

Hughes Presides

Bids for the 1960 annual meet were made by Denver and New York. The West Coast would welcome the closer site of Denver a choice of those delegates present.

The meet was organized under the direction of Les Seasongood, St. Louis region, and presided over by Charles Hughes, Denver, new national chairman of the board of governor.

SCCA NATIONAL AWARDS

BEST RACING REGION

1. Washington 2. New York

ACHIEVEMENT AWARD

1. New England 2. San Francisco

MOST IMPROVED RACING REGION

1. So. Illinois 2. Kansas City

BEST REGIONAL PUBLICATION

1. Chicago 2. So. Illinois 3. Philadelphia

"SPORTS CAR" AWARDS

Best Race ReportTom WilsonSF

Best Rally ReportDr. Robert CliffordDetroit

Best PhotoClaude HaycraftCen. Florida

Best Technical ReportBill HarperSF

WOOLF BARNATO TROPHY

Lindley Bothwell Los Angeles

NATIONAL RALLY CHAMPIONS

Joe and Celia Bechtel Los Angeles

SPORTSMANSHIP AWARD

Tom Mc Kean — Wm Mc Corkle Jr. Alabama

KIMBERLY TROPHY

E. D. Martin Sowega Region

"Most improved driver in SCCA"

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm



GEORGE, THE CRAZY ARAB who has such odd-ball cars as a Porsche-engined Volkswagen and a Volkswagen-engined Porsche, is now cruising the racing scene in a stock wheelchair, due to having a section of the Arab Quarter removed by the croakers. We suppose that it wouldn't be quite right to refer to George as a "lead-foot" right now, what with sitting in the wheelchair all day.

Anyway, he ran the thing through Cal Club's tech inspection the other night and passed with flying colors, except they wanted him to strengthen the roll bar and switch to Engleberts for Pomona.

Full Of Bugs

It must have been due to the smog, or the radioactivity, or television, or some other grisly thing. The day itself had been a really fine one. We got a great deal of work done and finally popped into one of our favorite bars for a glass or two of sweet milk. When we came in, here was another columnist being bugged by the husband of one of the women drivers for something or other in his column. We stayed out of this and got down at the end of the bar in the shadows. Then out pops the owner of the place and starts bugging us for something that happened ten months ago.

Well, sir, we no sooner got our beard back into the stein when in comes this local hot-shot driver and he starts bugging us up one side and down the other about something GUS had had in HIS column a few issues back. Good grief! All we wanted was a quiet milk shake, but we ended up so berated, threatened and

distraught that we inadvertently drank a good deal more numbers than was good for us.

Real George

Did you dig the cartoon on page 22 of the Jan 10 NEW YORKER? It shows an Arabian man and woman standing in their tent, she cradling a newborn child. Says he, indignantly, "George! We can't name him George. Who ever heard of an Arab called George?"

Just goes to show you how backwards they are in the East.

A Rum Sort Of Guy

Did you notice the driver at Pomona who spent most of practice session flushing the radiator of his Goggomobile Special? He'd pour in some stuff, run the car for a lap or two, then pull into the pits shaking his head sadly. He'd drain the thing and add a little more stuff. The suspicious thing was that he was drinking the drainings. Radiator compound? Lordy, no! Hot buttered rum. Claimed the butter helped to seat the head gasket. This might be, but it sure made a mess when he blew a radiator hose on turn 3.

Did YOU every try to drive a hot buttered Goggomobile?

JOC SPEED SUNDAY

Driver training, practice and time trials, open only to Jag uars, will be staged by the local Jag Owners' Club Sunday, Feb. 8, at Gardner Field, off Hwy. 33 near Maricopa. Several experienced pilots will be on hand at the 2-mile paved course. A drivers' meet at 9:30 a.m. is a must, announces Vilem B. Haan. Further info: Marty, GR 9-8158, or the Haans, CR 1-3775.

LETTERS TO THE EDITOR BRUMAN UPHOLDS CITROEN CAUSE

ACCESSORIES?

Your indelicate jest about the Citroen on its back, pawing the air, shocked my sensibility. What, pray tell, leads you to assume that a lovely creature in that position requires COMFORT? Really, old boy, such gaffe wouldn't be tolerated in Palm Springs, you know.

Furthermore, why didn't you mention that Citroen is the only car with a goatskin bag for windshield washer fluid with a cunningly-concealed nozzle in the middle of the steering wheel? Hah!

Joe Bruman
President, Citroen Car Club
Sherman Oaks, Calif.

NO. CALIF. DROP??

Personally, I think 1959 will kill road racing in No. Calif. at least. Fewer and fewer spectators are showing up, and without a gate how-in-hell can you spend 7 grand on a race? Only time will tell, but I can see the symptoms.

Manuel M. Medina
San Francisco

NOTE FROM RUDEEN

Many thanks for your kind words about me and the Hill piece in your Jan. 23-30 issue. I imagine Californians especially must be getting a kick out of Phil's recent successes and wonderful prospects.

Ken Rudeen
SPORTS ILLUSTRATED
New York City

NIX ON PHARAOHS

I enjoy MOTORACING very much. The only thing that bugs me is your constant reference to Pharaohs — you have overworked the word. Best wishes.

Jerry McCann
Springfield, Ohio

SCCA GRATEFUL

Just a brief note to thank you for the help you and MOTORACING have given in publicizing SCCA's events in 1958. I've enjoyed working with you as SCCA's press representative, and I hope the cooperation and friendship you've shown me will be extended to Art Evans, Jr. Many thanks again for making my job such an easy one!

Geri Fleming
Encino, Calif.

'ENJOYABLE HOURS'

Thanks for all of the enjoyable hours you have given us through your MOTORACING. May you continue to do as well or even better.

Johnnie Moore
La Mirada, Calif.

WHERE TO BUY MOTORACING

Autobooks, Harry Morrow, 2900 W. Magnolia Blvd., Burbank.
R. Gordon & Co., Inc., 32 E. 59th St., New York City.
Vilem B. Haan, Inc., 10305-07 Santa Monica Blvd., West Los Angeles.
Imported Car accessories, 1101 No. Pacific Ave., Glendale.
MG Mitten, 3044 N. San Gabriel Blvd., So. San Gabriel, Calif.
Jay's Sport Car Accessories, 6055 1/2 Melrose Ave., Los Angeles.
Steen's Power Parts, 19 E. Valley Blvd., Alhambra, Calif.
Chick Leson's Autosports, Ltd., 3745 Broadway, Oakland, Calif.
Magazine Center, 227 E. 4th St. Long Beach, Calif.
Autosport Accessories, 1114 Ocean View Blvd., Whittier, Calif.
Gardena Stadium, Western at 137th St.

New Ascot Stadium, Vermont at 182nd St.

(If your firm wishes to handle single-copy sales, kindly write: Circulation Dept., Motoracing, Box 1127, Culver City, Calif.)

'GHASTLY OVERSIGHT'

I admit that it was a ghastly oversight on my part not to be on MOTORACING's list. I read it thoroughly but an office copy or something. I do apologize and here is my check.

Edith Field
San Francisco

RACING FILM

Drivers Phil Hill, Richie Ginther, Bob Drake, Eric Hauser, Ak Miller and Don Hulet will be seen in action in a full-length film now being made by Catalina Productions and to be titled "Road Racers", with Stanley Kallis as producer, and Arthur Swerdlow as director.

Also in the film are Joel Lawrence, Marian Collins, Dick Pharo and Haile Chace. Al Papp is the race coordinator.

Footage has been shot at Riverside, Laguna Seca, Santa Barbara and Pomona. More shooting was to follow at Hollywood Bowl, which is to serve as pit area, the Grand Prix Restaurant, Paramount course and Warren Olson's garage.

'SUPERIOR COVERAGE'

I should like to inquire what arrangements I can make to provide my new Activities Chairman and Treasurer and myself with subscriptions to your paper.

It is obvious that your coverage of the California situation is superior to other periodicals.

Please send your paper henceforth to:

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Burleigh F. Hillman
Colonel, USA (Ret)
Regional Executive, Northwest
Reg. SCCA
Tacoma, Wash.

SATISFIED READER

I have enclosed \$3 for my renewal subscription to Motoracing for one year.

I have enjoyed Motoracing for the past 2 years and expect to enjoy it for many years to come. Thank you for the nice letter I received from you last year.

R. D. Holloway
Albuquerque, New Mexico

STATESIDE COVERAGE

I believe that MOTORACING seems to be my best bet to keep up with the automobile scene here in United States.

I believe you should either keep your news strictly Stateside or, and I pardon myself in advance, cover the European scene much more completely and accurately. I, myself, subscribe to Autoport for European coverage which, with their Air Mail supplement, leaves one in the dark for only a short period of time.

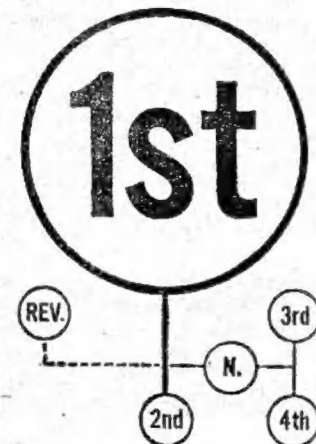
I have been in Europe for the last 5 1/2 years during which the last year was spent in week-end competition with my Alfa Romeo Veloce Coupe. I enjoyed myself very much and found motor racing even on the International scale not extremely expensive. A Castrol contract, a Pirelli tire arrangement and partial factory support help some as one competes against the "pros," who tend to be much more amateur than our so-called purity boys over here seem to be.

Gene R. Hickcox
San Marcos, Calif.

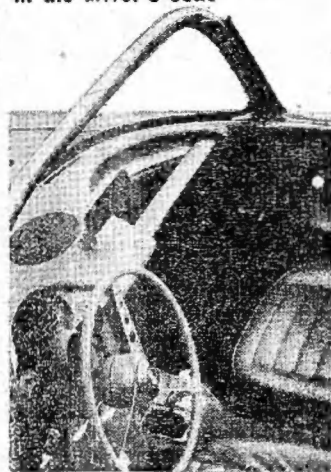
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Vignettes

By Gus V. Vignolle
WOMEN'S SCC AFFAIR
REALLY DONE RIGHT

(Continued from Page 1)

give you an idea.

But don't give up hope. Grand opening of the terrific Daytona Beach Intl. Speedway is set for Feb. 20. It's now ready for operation. And my spies report that negotiations are under way this very moment to move Sebring to Daytona for 1960. Hooray!

Africa Calls Steve

MR. PEPYS, 1959—Up early, note on the 22nd that it has been one year since the roof caved in, load up on dicoumerol, peritrate, equinol (tranquillizers), penicillin antibiotics, etc. (180 gū pills a month) . . . Long chat on the LD phone with I. W. (Steve) Stephenson, who calls 3-4 times weekly from Chicago, Tulsa, NY, Nassau, Pebble Beach. He's ferrying airplanes, plans to enter a rally in Africa (Nairobi, Kenya) next March. He asked, "How about a Mann Chevy in this big deal?" . . . More tranquillizers and to the Miramar Hotel in Santa Monica for the Women's SCC installation. What a posh, class deal. Exquisite taste in every detail, excellent food and music and superb handling of the whole show by Sunnie Baker as Ruth Doushness inducted as prexy—and a big, well-deserved hand for driver Dan Gurney, the guest of honor. And an ovation to MOTORACING cartoonist Stan Mott and Dusty Brandel, pretty Hwd Cit-News sports car scribe, for their titanic terpsichorean offerings of the Charleston, Big Apple, Mambo, Cha-Cha-Cha, etc.

Parravano Visits

MEANDERINGS or muscatel and twilight sleep George Cary has lost \$50,000 promoting sports car races for SCCA and trying to bolster his wallet . . . so he is, though, has pulled the pin and is now (after Mexico) concentrating on real estate. His Palm Springs "plum" probably will go to the local SCCA . . . Tony (cloak and dagger) Parravano, who once had nearly \$500,000 worth of sports and formula cars, was in town after a trip from Mexico (his home) to Europe. He doesn't care if the Bureau of Internal Revenue knows that he has an office in Tijuana as well as Mex. City . . . Talk that the Times race will be run at Chavez Ravine . . . When everyone talks about American cars and - or drivers winning a major Intl. race, they always forget Bryan and Rahmann winning the Monza 500s in Indy cars. Races may not have been FIA, but they sure were Intl. . . Triple R pros look to tie in strongly with LA SCCA this year. What does it cost RRR to stage a race? Out of \$4000 at Willow Springs, says "Doc" Hoppe, they paid for everything, including a \$1500 purse. They can do this at most other courses . . . SF SCCA may run at Madera again.

Pomona Site Hit

LAUGH DEPT. — It says in

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the Examiner (with 42 adjectives) that pro Intl races are brought to So. Calif. for the first time at Pomona next month. How about the Times-Mirror shebang last Oct? And it said USAC was the FIA rep in this country. That writer better sober up. The Automobile Competition Committee for the U. S. (Chas. Moran, chm.) is sole Ameritean rep in sporting matters of FIA. Understand the original contract called for an equal \$ split among Old Gold Suit and the Cal Club, with rest(?) to the Examiner. With a big crowd, Pomona is DANGEROUS. Frank Alten (KBLA Motor Classics) has been blasting the site. Steve Mason and others of the USAC committee here are concerned over it. Crowd control will have to be increased tremendously, says Mason. If they rearrange the course, fans will be much farther back (about a quarter of a mile) and will see exactly nothing. Last weekend, Richie Ginther and Bill Krause, avoiding Max Balchowsky, who hit oil, went off the outside of the turn TOWARDS THE CROWD. They quickly regained the course, however.

PASS THE HASHISH NOTES—Big sports car race in Tokyo . . . Quarter horses running at Riverside Raceway . . . The tall clown lining up bulldozers and digging machine to fill up the holes at Riverside . . . Fort Worth's \$10 million racing layout . . . That road race at Ensenada . . .

Waiting For Elite

Everybody dying to see the Lotus Elite at Jay Chamberlain's . . . Cam Cooper, one of the best, doing fine with his classy Coffee House (Passport Inn, Manhattan Beach) . . . Whyinell don't they learn how to spell aficionado, Giulietta and Alfa Romeo (don't foul me up here, Mr. Printer) . . . Called up Eddie Crawford at Northfield, Ill., to see if he'd team with Ricardo Rodriguez providing he gets the green light at Sebring. Unfortunately not; he is committed to drive one of the new Lister Jags for Briggs Cunningham, who gave Eddie his first chance with big cars. Eddie like many others, was strongly against idea of Ricardo competing against brother Pedro. That goes for me, too. Please see Jorge Rosado's story on Page 6 of this issue. Rosado says only (Continued on Page 5, Cols 1-2)

CITROEN WINS MONTE CARLO RALLY

French Cars Take First Four Places

By HENRY N. MANNEY III
MotoRacing Staff Correspondent

MONTE CARLO, Monaco, Jan. 23 — French cars captured the first 4 places as Paul Coltelloni and Pierre Alexandre of France, in a Citroen ID 19, were returned victorious in the gruelling, world-famed 28th Monte Carlo rally.

By filling the first 4 places the French, coincidentally, did their export drive a tremendous amount of good.

The winning combo started from Paris. There were some 322 starters from a number of European cities who were to converge here for the finish. Of the 161 competitors who reached Monte Carlo during the time limit and were eligible to take part in the difficult mountain circuit, 40 suffered damage or breakdown which eliminated them from the event. This left a lucky 121 to be counted as finishers. The final night classification test itself was a hair-raising event.

Driving one of the new Austin A.40 Saloons Miss Pat Moss who has a promising brother named Stirling, and Miss Ann Wisdom won the Coupe des Dames (Women's division). Their outstanding achievement for the two 24-year-old competitors saw them take 10th overall.

Last year they jointly won the European women's touring championship, world's top women's driving title. The girls also scored 2nd in the class for production touring cars of under 1000cc.

Many Accidents

In spite of the fact that Jack Frost had flexed his muscles a week before the event, a thaw of sorts set in unexpectedly just at rallytime and some of the Warsaw and Athens starters were even delayed by deep mud. Needless to say, the Stockholm and

(Continued on Page 6, Cols. 2-3)

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Attention, all racing, rally and sports car clubs!
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A 1-year subscription to the country's oldest and most widely read sports car bi-weekly newspaper — \$2 — instead of the regular \$3 subscription rate.

For clubs to take advantage of this saving, they must have a minimum of 10 subscriptions. These must be handled through the club secretary.

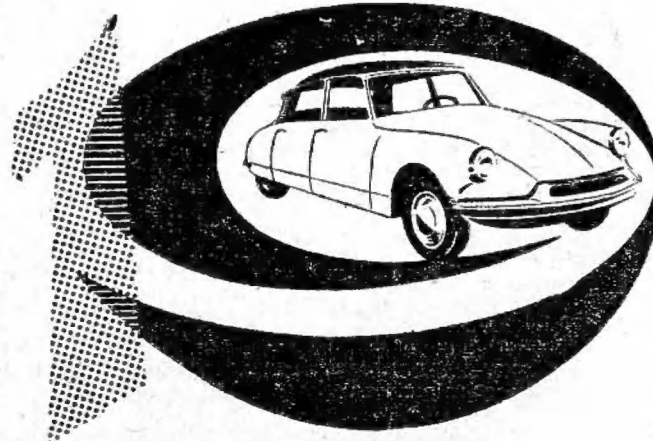
Since this offer expires soon, club secretaries are urged to send in their lists with proper remittance to MOTORACING, Circulation Dept., P. O. Box 1127, Culver City, Calif.

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San Francisco Newsletter • Dear Gus

By TOM WILSON

SCCA PERKS UP AT SF REGION'S RECLASSIFICATIONS

DEAR GUS:

One of the mild sensations of the recent SCCA National annual meeting was the reaction to the San Francisco Region's new Contest Board Rules and the reclassification of the production car classes.

CONTEST BOARD SETS UP NEW PRODUCTION CLASSES

Class H.....	750-1000
Class G.....	1000-1300
Class F.....	1300-1600
Class E.....	1600-2000
Class D.....	2000-2700
Class C.....	2700-3500
Class B.....	3500-5000
Class A.....	Over 5000

The following exceptions are to be noted:
Alfa Giulietta Veloce 1300 . . . Class F
Porsche Carrera G. T. . . Class E
Porsche Carrera G. T. . . Class E
MG 1600 DOC . . . Class E
Bristol . . . Class D
Austin-Healey 100S . . . Class D
Ferrari 250 GT . . . Class B
Denzel . . . Class F
Cyclops . . . Class A

Dr. Peter Talbot and his Contest Board have come up with several new and revolutionary rulings regarding competition drivers licenses and production cars that will be in effect at all SF Regional races. Whether the National Contest Board will adopt these rulings is a question that is unanswered at present. If they do not recognize these rules, the present rules will stand at National races — if there are any run on the West Coast.

It is all very complicated, Gus, but I will try to explain it in words of one syllable for your benefit and in broken English for my convenience.

COMPETITION LICENSE CHANGES

NOVICE — Standard SCCA medical form presented in completed form at SCCA sanctioned RDC drivers' school. This form available at SCCA office. One satisfactory drivers' school session must be completed before receiving temporary permit, which must be presented at registration at a driver's first race. Temporary permit will be automatically issued to all drivers satisfactorily completing a RDC drivers' school session. Only acceptable drivers' school is that conducted by RDC.

Before becoming eligible for Junior status, a novice must have completed to satisfaction of the Contest Board 2 drivers' school sessions and 3 races at separate race meets. Novice drivers will compete in Novice races only.

JUNIOR — Drivers who have fulfilled the above requirements to the satisfaction of the Contest Board. Six satisfactory races at separate race meets as a Junior driver are required before becoming eligible for Senior license. Junior drivers may compete in all events with Senior drivers.

SENIOR — Drivers who have fulfilled the requirements as listed above.

OPEN — All Senior (only) drivers are eligible for this designation. This category automatically applies to any Senior driver who chooses to compete in an event where cash prizes are offered, and he must retain this status for the remainder of the season. Marquee races are closed to open drivers.

Senior drivers wishing to compete in a race where prize money is offered and who wish to retain their amateur status must have a declaration in writing to this effect in the SCCA office before any such event, or they will automatically be classified under Open license.

NEW PRODUCTION REGULATIONS

1. Any given model of a marque may be brought up to specifications current as of March 31, each year.
2. Only equipment available as of March 31, of a given year may be used during that racing season.
3. No modifications permitted

which exceed factory specifications.
4. All production Category cars must not weigh less than the dry weight specifications. (Allowance for bumpers, windshields, tops and gas)

Gus, the reaction to these new rules was varied and with mixed emotions. One National officer remarked that the SF Region was autonomous and seemed to have no need for a National organization. Since he has brought up the subject, it does seem that West Coast racing is about 2 years ahead of the rest of the country and most of their edicts, mandates and innovations are usually adopted by National; it is only a matter of time and pressure.

It might interest you to know of the defeat of a motion commending the Shedenhelm Research Foundation for its remarkable discovery that Menudo will prevent or cure a hangover. They argued that the cure was worse than the affliction. We brought up the subject after a visit to the local brewery that features the Mississippi River flowing in the front door and the trucks picking up the barrels at the back door. I might add that it is a hopeless task, Gus. They also work 3 shifts around the clock and there is small chance that you will ever cause a shortage, especially on your new quota.

With best regards,
tom wilson

SCCA NORTHWEST REGION 1958 CHAMPIONS

B Prod., Tad Davies, Corvette, 4000 points; C Prod., Ray Bairdon, MB 300SL, 6000; D Prod., T. A. Rees, Austin Healey, 2750; E Prod., D. V. D. Clausen, AC-Bristol, 5000; F Prod., Jim Cleland, Porsche, 4250; G Prod., Don Tindall, Alfa Romeo, 4000; H Prod., Bob Rinde, DKW, 4500; I Prod., George Keck, Fiat Abarth, 3750; J Prod., Scotty Anderson, Berkeley, 2750;
B-Mod., Tom Carstens, Cad Allard, 2000; C Mod., Jim Rattenbury, D Jaguar, 3500; D Mod., John Nissen, Austin Healey, 2500; E Mod., Dr. L. F. Becker, Ferrari, 4000; F Mod., Tom Meehan, Cooper, 5500; G Mod., Pete Lovely, Lotus, 4000; H Mod., Harry Evely, Crosley Spec., 2000; I Mod., George Keck, Fiat Abarth, 1000; J Mod., Austin Wolff, Berkeley, 1000.

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Rally 'Round

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Recently we've heard and read comments of various viewers with-alarm to the effect that navigational rallies are becoming super specialized contests requiring large investment in expensive equipment and years of experience for successful performance. These bearers of sad tidings would have us believe that the sport is choking itself—that development and refinement of the techniques of presenting and competing in navigational rallies is in fact restricting if not

preventing normal growth. Their favorite remarks center around their conclusions that the same old "pros" win all the events, thus discouraging those who might otherwise be inclined to become active in rallying.

We have never subscribed to these arguments for one minute. We have found that there are always many new faces at the starting line of any rally—faces which, because of the innate friendliness of the sport, rapidly

become associated with the names of people we know and like.

New Competitors

Along these lines, the recent January Championship SCCSCC navigational rally, the RALLYMASTERS MARK I, certainly provided ammunition for our arguments, for not only did many new competitors turn out for the event, but the final results showed that of the 50 people occupying the top 25 driver-navigator spots, 30 of them were out of the top 25 in 1958 point standings. Of these 30 new names, 10 finished in the top 10 on the MARK I. You certainly couldn't ask for any greater influx of new blood than that.

San Diego's Ron Jones and Russ Palmer did a remarkable job in winning the first big one of the year with a total error of only .50 minutes. Their performance was all the more remarkable because of the dense fog that plagued contestants during the 2nd hour. The rally itself was of true championship caliber, requiring complete concentration throughout on the part of both members of each team. THE RALLYMASTERS, a new club composed of avid enthusiasts went all out to provide a real test of ability as well as a good time for all contestants.

A Rallying Day

Last Sunday was one of those perfect clear cool days just made for rallying. Santa Monica FCCA took advantage of it and offered its THREE TOINS IN THE MOUNTAIN for the enjoyment of some 51 teams of rally lovers. With the temperature in the upper 60s and with visibility unlimited, most of us were so busy soaking up scenery that too many of the numerous elusive instructions got by, but it was a most enjoyable event done up in the traditional SMFCCA fashion and captured by Elizabeth and Bill Chester of THE RALLYMASTERS with an error of 2:21. The use of 2 secret checkpoints, rather novel in local events, added a certain spice.

For SCCSCC championship point standings simply see the results of the MARK I in the next issue. Since this was the 1st rally of the year, show 25 points for 1st, 24 for 2nd, on down to 24th position for 24th. Since the team finishing 25th has no club affiliation, there is no 1 point award for this event. Better join up fellows.

POMONA CHARTS

RACE 14, MOD. UNDER 2000cc
MAIN-25 laps, time 36:35, avg. 82.0 mph.
1. Drake, B., Cooper-Climax 1F
2. Conklin, S., Lotus LeMans 1G
3. Playan, J., Porsche RS Spy 2F
4. Glyer, G., Ferrari TR 1E
5. Monise, E., Lotus Mark XI 2G
6. Nethercutt, J., Ferr 500 TRC 2E
7. Haworth, C., Porsche 550 Spy 3F
8. Chamberlain, J., Lot. Climax 3G
9. Maslin, D., Lotus MK XI 4G
10. De Muniz, J., Maserati 3E
11. Snyder, A., Lotus LeMans 5G
12. Brock, P., Cooper-Climax 6G
13. Miller, Maserati 4F
14. Speckens, J., Porsche 550 Spy 5F

15. Kerns, A., MG Spl. 6F
16. Priest, E., Victress Spl. 4E
17. Freutel, Lotus Fiat 1H
18. Gardner, C., Lotus Crosley 2H
19. Simon, H., MG Flat Spl. 7E
20. McAbbe, B., King Sp Panhard 7G
21. Sharman, D., MG 1C Spl. 8F
22. Burgraff, H., Devin Panhard 3H
23. Davies, MG TF MK II 9F
24. Stillwell, M., Miller Spl. 4H
25. Wheeler, B., DB Panhard 8G
26. Coe, J., MG TD 10F
27. Coffin, J., MG TD 11F

NOTE: J. McLaughlin, F-II Cooper-Climax, finished 3rd o.a. but was not scored.

DNF: D. Tholen, Crosley, unknown; J. Timanus, Lotus IX s/c, threw rod through side of block; T. Block, Renault, unknown; P. Newman, Lotus IX, unknown; B. Flitts, MGA, unknown; J. King, Crosley, unknown; T. Miller, Crosley, unknown; Lou Fageol, disqualified.

RACE 15, WOMEN-8 laps, time 12:38, avg. 76.2 mph.

1. Scott, L., Lago Talbot GP 1F
2. Dixon, M., Maserati 1E
3. Liebaert, G., AC Bristol 1D
4. Nieland, B., TR-3 2D
5. Baker, S., Porsche Spr Spd. 1F
6. Doushess, R., Morgan TR-3 2E
7. Windhorst, B., Morgan +4 3E
8. Wheeler, L., DB Panhard 1G
9. Nelson, R., MGA 2F
10. Taylor, N., Jaguar XK120 1C
11. Hirsch, J., Volvo Sedan 3F
12. Murphy, P., Alfa Romeo Spy 2G
13. Galloway, J., MG TD MKII 3G
14. Weber, E., TR-3 4E
15. Bliss, K., MGA 4F
16. Wilson, P., Alfa Romeo Vel. 5F
17. McKeown, J., TR-3 5E
18. Kimble, T., Alfa Romeo Sy 4G
19. Nelson, M., A-H Sprite 1H

RACE 16, MOD. OVER 2000cc
MAIN-25 laps, time 34:40, avg. 86.6 mph.

1. Ginther, R., Ferrari 4.1 1C
2. Krause, B., Maserati 4.5 2C
3. Miles, K., Porsche RS Spy 1E
4. Gurney, D., Ferrari 4.9 3C
5. Oker, R., Ast-Mart DBR2/2 4C
6. Morgensen, R., Ferr 250 TR 2D
7. McLoughlin, J., Ferr 250 TR 2D
8. Balchowsky, M., Old Yeller 1B
9. Dixon, E., Chry. Spl. 2B
10. Bondurant, B., Corvette 3B
11. Cummings, M., Corvette Spl. 5C
12. Huette, D., Corv. Spl. 4B

SATURDAY, JAN. 31, 1959

DNF: J. Von Neumann, Ferrari, unknown; G. Pickens, TR-2, blew engine on turn 6.
SUMMARY OF OTHER POMONA RACES IN NEXT ISSUE.

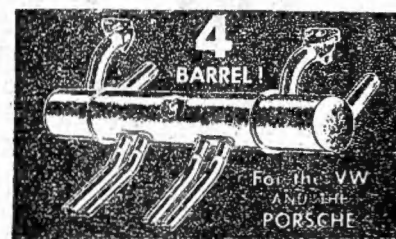
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★ ALFA ROMEO
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POMONA CLIPBOARD

By MARIE DIXON
AND GLENN NELSON

A beautiful Ferrari Berlinetta had been delivered to Bruce Kessler in time for the races this weekend. Only one small problem prevented the car from running. Some deck-hand decided the car should be lowered, so he dropped another car on top, mashing the Ferrari all out of shape.

Eleven F-3 cars started on Sat.—6 finished. Sun. 10 cars started and all finished. The little cars are improving with age—they are also working for a national F-3 event. Bud Hand took the checkered flag the hard way. After a plug wire fell off he pushed his Cooper-Norton across the finish line amid a rain of applause.

Father Hanford had more than his share of problems over the weekend. After practice on Sat. he couldn't fix the carb. troubles in his Lotus-Offie, so he drove the OSCA to a 2nd place. Sat. night Gene Kurtis, who would have driven the OSCA if Harry's Lotus had held together replaced the clutch and everything was ready to go for another day of racing. . . they thought. When they fired the OSCA up, the timing slipped. Need we say more? The valves opened at the wrong time and the pistons bent them.

Jay Chamberlain, the U.S. distributor for Lotus cars, brought two Loti with him. One, the silver one, was the new twin-cam 1500cc Lotus Fifteen. The fifteen suffered heating problems in practice on Sat., so Jay raced in the red one which is the 1100cc car that he drove for Team Lotus at Sebring. The engine has not been touched since Sebring, incidentally.

The red MGA, No. 106, Gordon Cooper was driving, was lent to him for the weekend by his wife with the tender words, "One dent and you're through, Buster!"

Ken Nichols, driving Joe Lubin's

No. 510 Cooper-Norton, had one of the hairiest spins, in practice, that we've seen in a long time. He narrowly missed hitting a telephone pole, a guy wire, a stack of hay-bales, two flagman, and a tree, any one of which could have caused a very tragic accident.

Three protests, that we know of, were lodged over the weekend. The first on was filed by Jim Chaffee, who was in a Jag, against George Duncan, also a Jag pilot, on the alleged use of American shocks. Duncan, in turn, protested for the same reason. At this writing we don't know the outcome.

Jim Parkinson, driving the twin-cam MGA, protested Ron Bucknum, Porsche Speedster, on the grounds that he suspected Ron of running a non stock engine.

Skip Conklin, in the AC Bristol lost his oil pressure on the last lap but managed to coast in for the checker. Even without an engine he managed to pick the second overall trophy for himself.

Frank Monise also had to coast across to a 2nd in class G. It looks like Frank has blown it up again.

Mich Michelson didn't run this weekend because a new engine ordered from the makers of his Sturgart Stormer, many moons ago, still hadn't arrived from Germany.

Ken Lind, in a 1500 Porsche, blew a tire at the end of the straight and even though he would no longer have a chance for a trophy, he changed and finished his race six laps behind the leaders.

A broken rotor on Don Huette's Corvette Special kept him in the pits for over half of the main event on Sunday. The show must go on, so Don charged back into the race and finished dead last.

Richie Ginther, the winner of the big-bore main, took his wife Jackie around the course on his victory lap. He must have gone around at racing speed because Jackie looked a little shook.

out fail consider Barbara Yazzetti Buzz me for details. . . Says play-boy Porfirio Rubirosa, at times sports car driver: "It's absolutely impossible for me to work. I just do not have the time for it."

(Credit Paul Sann, NY Post) . . . Awful blast by Ken Mites in COMPETITION PRESS vs his club: ". . . During 1958 the Calif. Sports Car Club has itself suffered from a lack of forceful leadership, the Board of Governors being content to rest on their laurels whilst some of them played 'footsie' with their opposite numbers in the SCCA, with the net result that the club's racing program, prestige and finances have all suffered" . . . Cheers for our Tom Wilson, who had the best race report in SCCA SPORTS CAR for '58.

And the Woolf Barnato Trophy to our Lindley Bothwell. And the Natl. Rally Championship Award to our Joe and Celia Bechtel. Out of 12 awards, nationally, 4 firsts for SF and LA. Bravo!

Production Racing

Dick Hayward drove his Alfa Romeo Spyder to a overwhelming win in both day's H and G Prod. races, lapping everyone up to 7th place on Sunday. He was followed, nearly half a minute back, by John Webb (DB coupe), Ray Pickering (Sprite) and John English (A-R Spyder), who had a continual battle through the 15-lap race, with Webb spinning the DB off the course halfway through the race, then working back from 5th to pass Pickering in the last lap.

Frank Aldhous took the Prod. F

race both days, followed by an MGA both times. On Sunday, Ed Barker (Porsche) led off the grid, but was passed by Aldhous on the back straight. John Lumkin (MGA), who had taken 2nd on Saturday, broke a rocker arm chasing Sunday's 2nd Mark Sanders (MGA) and did not finish.

Sunday's class E race, won on Saturday, by Lew Spencer in Rene Pellandini's Morgan Plus 4, had Spencer's major rival, Ronnie Bucknum (Porsche Super Speedster) starting at the back of the 19-car pack. He had been unable to run on Saturday, due to engine trouble. Bucknum roared his Porsche completely through the pack and into 1st spot in one-half a lap, passing Spencer, who had bent a push rod, and leading the remainder of the race to finish 20 sec. ahead of R. Kastner's TR-3.

In the class C and D race, both winner Jack Breskovitch (A-H 100S) and 2nd place Skip Conklin (AC Bristol) set a new class D record of 1:31.5.

The class B race, with John von Neumann not running the Ferrari Berlinetta GT coupe, as expected, was an all-Corvette event and a clear win for Andy Porterfield, followed by Fred Grant, 7 sec. back. This was the first race of the day to better the F-III's avg. of 79mph, doing so by 0.6 mph.

Nichols' 1st Win

The Formula III race was a tremendous duel in the early laps, with the 500cc Cooper-Nortons of Bud Hand, Harry Morrow, Ken Nichols, Jack Brink and Bob Wenz exchanging the lead 3 and 4 times a lap. Nichols, driving the Joe Lubin car with which Bruce Kessler had won Saturday's event, crossed the finish line 1 sec. ahead of Brink and 3 sec. ahead of Wenz, for his 1st overall race win. McLaughlin, in the F-II Cooper, and Linda Scott, in F-Libre Talbot Lago, were 1st and 2nd both days, ahead of the F-III cars, but were not officially scored.

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GINTHER WINS AT POMONA

(Continued from Page 1)

ceeded to set up a commanding lead over Gordie Glycer (1.9 Ferrari), Bob Drake (1.5 Cooper-Climax) and Skip Conklin (1.1 Lotus LeMans). John McLaughlin, the motorcycle champion, driving Ron Ellico's Formula II Cooper as an unofficial entry, started at the rear of the 36-car grid and was challenging Playan's overall lead by halfway point in the 25-lap event.

On the last lap, with Playan headed for his first overall racing victory, McLaughlin spun the single-eater GP car coming out of turn 3, and Playan pranged him. Drake and Conklin, close behind, nipped by and took over the 1st and 2nd spots for the checkered flag.

Conklin was the overall high point driver of the race weekend, taking 1st in Saturday's under 1100cc race, 2nd in Sunday's under 2-liter, both in his Lotus, and a 2nd and 3rd in production class D in an AC Bristol.

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ceeded to set up a commanding lead over Gordie Glycer (1.9 Ferrari), Bob Drake (1.5 Cooper-Climax) and Skip Conklin (1.1 Lotus LeMans). John McLaughlin, the motorcycle champion, driving Ron Ellico's Formula II Cooper as an unofficial entry, started at the rear of the 36-car grid and was challenging Playan's overall lead by halfway point in the 25-lap event.

On the last lap, with Playan headed for his first overall racing victory, McLaughlin spun the single-eater GP car coming out of turn 3, and Playan pranged him. Drake and Conklin, close behind, nipped by and took over the 1st and 2nd spots for the checkered flag.

Conklin was the overall high point driver of the race weekend, taking 1st in Saturday's under 1100cc race, 2nd in Sunday's under 2-liter, both in his Lotus, and a 2nd and 3rd in production class D in an AC Bristol.

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MANNY AT MONTLHERY:

Scribe Tools Dauphine In Field Day for Press

(EDITOR'S NOTE: This is the first article of a series. Others will follow in future issues of MOTORACING.)

BY HENRY N. MANNEY III
MOTORACING Staff Correspondent

LONDON — Engines revving, tires screeching, brakes smoking, photographers running for their lives, the two racers swept off the high banking at Montlhery. Only feet apart, the two bolides contained men of various talents and humours; the blue one in the lead a mysterious international clochard, then as now wrapped in mystery; the sinister black one behind, the fair haired (literally) boy of Belgian racing, Porsche team driver Paul Frere.

Of course he blew me off. I was only driving a Vespa and Paul a Peugeot. Not, really, that the outcome would have been different the other way around but doesn't it sound jazzy? Even better is the story of how we got into that situation in the first place. It has been the custom, for several years, for the SMMT to lay on a test day for the journalists at Goodwood track in England.

Roadlike Track

Manufacturers leased Montlhery autodrome, just south of Paris, so the enthusiastic Press could get off into the shrubbery at their own discretion. This famous venue, besides the well-known record banking, boasts an attached road section which has the advantage of being on private property and yet is more roadlike than any other track with the exception of Nurburgring. For an all-around appraisal of an automobile the French setup is probably unequalled, as it boasts fast, slow, uphill, and downhill corners besides both good and horrid surfaces.

Arriving at speed in the family 600 Fiat, colleague Eddie and I dropped into the check-in desk to receive a plastic badge with name, a book of vouchers good for one ride in every car present, some flack about Montlhery plus instructions (2 laps only, watch the flags, don't race, lunch with wine gratis and a nice ashtray with sports car on). Passing into a small shack with a big crowd, we endeavored to find on a huge board covered with numbered discs the hook holding 2 (indicating that the car was not in use) corresponding with the particular vehicle we wanted to drive.

Goes in Dauphine

There was quite a good choice; most of the current models of Citroen, Renault, Peugeot, Vespa, Simca and Panhard being available with a DB and a Renault Alpine for spice. Wanting to start reasonably slowly on a strange track, I plumped for a Dauphine with 2-pedal control provided by the Ferlec magnetic clutch. Inasmuch as the declutching bit is attended to by the touch of the conductor's lilywhite fingers on the gearshift knob, my customary habit of latching on to the lever

well before I need it had me in dead trouble getting out of the paddock and even more so in the first corner.

It just goes vroom vroom and you look all over the place, working all the gizzeys, while rolling inexorably towards the nearest solid object. Soon I developed a split-finger technique (2 on the knob and 3 on the lever) that enabled me to learn the course without wearing the floor mat out looking for pedals.

Gent In Gordini

Now I have to confess that Dauphines, although a pleasant little car, and I do not really get on in spite of quite a bit of time logged; therefore regardless of the fact that there was a gentleman in a Gordini Dauphine, who had previously dropped off a photographer, busily engaged in catching me up, I wasn't taking any undue chances. So my amazement can be imagined when, upon looking in my mirror, after blowing through a fine uphill corner, I saw the Gordini gallop madly off the road and into the ditch. Stone the crows, I thought, watching the flagman go into a fandango for the next car and almost running off the road myself, I had better get this thing back to its mother.

(To Be Continued)

New Board For CSCC

"We are coming to that time of year when the famous CSCC 'democratic' elections are held. For the uninitiated, the candidates are not nominated by the club membership, but by a nominating committee composed of what appear to be close friends of the incumbent officers. The incumbents thus become, in effect, a self-perpetuating group. This is also known as inbreeding, which produces 3-headed, pink-eyed monsters." — Jacques Bellesiles in the Dec. 2-9, 1955, issue of MOTORACING.

Joe Weissman last week was elected president of the independent Calif. Sports Car Club.

He was elected to the board of governors, as were Bill Pollack, retiring president; Ed Freutel, Dick Hayward, Curt Warshawsky and D. D. Michelmore.

Michelmore was the only newcomer, supplanting Perry Peron.

Others still on the board for another year: Ed Barker, Sumner Bennett, Dave Bracken, Ray Frug, Frank Monise and John Porter.

Founded in 1948 and incorporated in 1950, the CSCC has had the following at the helm:

- 1949—Taylor Lucas, chairman.
- 1950—J. Stanley Mullin, president.
- 1951—Bob Doidge
- 1952—Adolph Deutsch-Bill Pollack
- 1953—Bill Pollack
- 1954—Ken Miles
- 1955—Ken Miles
- 1956—Joe Weissman
- 1957—Ken Miles
- 1958—Bill Pollack
- 1959—Joe Weissman

Pollack has been on the board 8 years, Frug 7 years, and Freutel and Weissman 6 years. Miles was on the board for 5 years, 1953-57.

Citroen Wins Monte Carlo

(Continued from Page 3)

Glasgow contingents were not embarrassed in this fashion, but the feared Massif Central section around St. Flour and Le Puy, which had taken such a toll last year, was comparatively harmless.

Nevertheless there was enough heavy snowfall in Alsace to hinder the Paris, Hague and Munich runners, and, of course, lots of slippery stuff survived from the week before in the high, hidden, sheltered and winding localities that the AM delights in finding. Perhaps because of these mixed conditions, many of the drivers commented that they had never seen so many accidents, the normal garden-variety ones being supplemented by examples of a Sunbeam de-barking a tree 8 feet up, a Porsche cut in half, a Singer with another poplar where No. 2 plug should be, a Volvo crunched within 300 yds

of the finish line, and 4 cars club-sandwich fashion in a ravine with tire tracks on the roof of the top one.

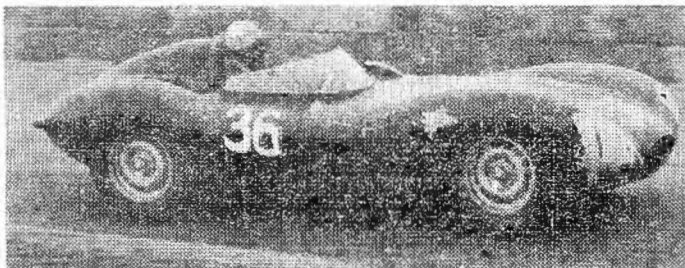
The first 10, subject to official confirmation:

1. Cellotoni-Alexander-Desrosiers, Citroen 1D 19, Paris start;
2. Thomas-Delliere, Simca P 60, Paris;
3. Surles-Piniers, DB Panhard, Paris;
4. Maran-Badoche, Citroen 1D 19, Paris;
5. Adams-McMillen, Sunbeam Rapier, Stockholm;
6. Bengtson-Lohmander, Volvo, Stockholm;
7. Eikermann-Wencher, DKW, Hague;
8. Parkes-Howarth, Jaguar, Glasgow;
9. Walton-Martin, Jaguar, Glasgow;
10. P. Moss-A. Wisdom, Austin A 40, Paris.

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Papa Rodriguez' Biggest Mistake

By JORGE ROSADO

Special to MOTORACING

LEON, Mexico, Jan. 18 — In one of the most sensational races ever seen in this country — one which left 15,000 fans with mouth agape — Ricardo Rodriguez, the Golden Boy, defeated his older brother by a split second after 30 laps around this tight 5-km. course, averaging 92.53kph.

Ricardo, who will be 17, Feb. 14, drove his Porche RS, while Pedro, who turned 19 today, was behind the wheel of the 3-liter Ferrari Testa Rossa with which he did so well at Nassau last Dec.

This race was much more of a thriller than the famous duel which saw young Ricardo lace Ken Miles in the Battle of the Porsches last year at Avandaro Mexico.

Today, Ricardo fought meter for meter with his brother in a clash that saw the lead change hands 4 times and the outcome undecided until both hurtled across the finish line.

A TERRIFIC BATTLE DEVELOPED

What at first appeared as a "non-aggression pact" among the two brothers who had as a common enemy Julio (Bache) Mariscal's 3-liter Ferrari, developed in the end into a battle without soldiers . . . a war between the allies.

From the 1st lap, the youths roared around this 7-turn course with bomb-like velocity. They not only stunned the spectators, but Mariscal, who convinced us that his ability as a race pilot is quite distant from the Flying Rodriguez boys.

For 30 anguishing laps they set up a harmony of sounds in a macabre dance — a speed symphony that was cheered to the echo. At the outset, Pedro, who proved he learned much from his racing in Europe and Nassau last year grabbed the lead.

But in short order, Ricardo took over the baton and was in command of the overture. Mariscal was so far in arrears he couldn't even hear the music. At end of the 3rd lap, Mariscal ceased to become a "common enemy," and everyone looked for a slackening of the pace, figuring there had been a prior arrangement among the Rodriguez family. But how mistaken we were!

THE BOYS WERE TAKING BIG RISKS

Instead, the battle became more torrid . . . more and more brutal became the fight between the brothers. Now it was Pedro who was taking terrific risks. A few meters ahead, Ricardo was delaying braking until the last centimeter.

And so it went until the hair-raising finale. Mariscal finished a lap behind; then came the Mecanica Nacional (formula libre) entries — Adolfo Velazquez and Luis de Garay.

It was a great auto race . . . but at too high a price. We believe in this report we should forget average speeds, marques, records, cylinder displacements, horsepower and anything else technical — and note the other side of this wonderful, impassioned sport, which so often, seems so unimportant — the HUMAN ASPECT.

THE PRINCIPAL ELEMENT IS DANGER

In a sport such as automobile racing, in which the principal element is danger, there exists an invisible frontier, but one that all aficionados know exists. It is the line which separates those who race to experience a sensation that thrills them from those who stomp on the accelerator, taking all manner of risks and caring little other than gaining victory.

Today, the Rodriguez brothers were on the other side of the line, blasting their respective meteors with all the might at their youthful command. But if we think Mariscal had been eliminated from the outset, what were the Rodriguez boys seeking? . . . to see which was the better of the two?

But I, a trifle pensive, ask myself: "What was Papa Rodriguez looking for?"

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PERSONALS

★ About People in Racing and Rallying

By GERI FLEMING

Jane and Jack Sullivan celebrate another year of "togetherness" Feb. 14. Mary Davis chauffers for Plymouth in the 1959 Economy Run. Hugh Woods attending UCLA. Al Torres another year older Feb. 6. Isabelle Haas managing Sports Car Information Center. Ignacio Lozano heading for Acapulco. Phil Hill due to be guest of honor at the Feb. meet of Automotive Press Assn. Jean and "Rusty" Oddous building a home in Pala, Calif. Chuck Daigh has signed to drive for Gold Suit at Indianapolis. Anyone having info on Lance Reventlow's MOTORACING trophy call State 4-3117 or Poplar 1-5186. George (the Crazy Arab) Ashie in a wheel chair following recent surgery. Lance Reventlow will be 23 Feb. 24. Art Evans, Jr. appointed publicity director for SCCA here. Betty and Denny Shutes may be joining the Newport Beach crowd. Mary Hauser set to drive a C.S. Mead Chevrolet in the '59 Economy Run. Joe Bechtel and Gordon Capito set to lay out SCCA's Nat'l Championship Rally July 11-12, 13, sponsored by LA Region. Johnny Porter enjoying Honolulu's sunshine. Dan Gurney guesting on Gil Stratton's TV

show. Josie and Tom McLoughlin have moved from the hills o'looking San Fernando Valley to the flatlands. Frank Alten's Good Sportsman Award for 1958 was presented to the Triple-R. Triple-R's "Doc" Hoppe racing around Gardena oval recently in a jalopy. Al Fleming was the recipient of SCCA LA Region's Outstanding Service award. While Lindley Bothwell received Nat'l's comparable award. Lynn Rogers, retired auto editor of LA Times, honored by auto dealers of C. Calif. at a testimonial dinner at the Biltmore Hotel. WRC Shedenhelm taking the Cal Club's examinations for his competition license. Jim Troy working 'round the clock while the boat show was in town. Sympathy to Phil Curry in the loss of his father recently. Corvette Club of Pasadena meets at 137 South Lake, Feb. 10. Jerry Aarons presents the 1959 schedule, followed by showing of 1958 Indy film. The club's Wild Hearts (poker) rally is set for Feb. 15, starting at 10 a. m. at 2915 E. Colorado, Pasadena. Troy Ruttman, who did some road racing in Europe last year, has been banned for a year by USAC for conduct detrimental to racing. Don Hutelin is in Atlanta after leaving Honolulu and getting his Army discharge. He's activities director for the Georgia Sports Car Club. Lance Reventlow has been

ill—a respiratory ailment. Betty Shutes and Jane Sullivan are rally mistresses for LA SCCA's Spring rally, Feb. 21. Info: OL 4-3677 or HO 5-7975. Carroll Shelby, due in Dallas from England and Italy, says he's concentrating on a car he is building and will sell. Flights from LA and SF to Sebring March 21, and Indy May 30—DC6B overnight deals, returning immediately after the races. See ad in this issue for additional info. Art Evans, Jr., will handle public and advertising for LA SCCA, aided by O'Ce Ritch and Jerry Aarons. Bering Monroe of Monroe Motors, San Bernardino, plans a business trip to Europe—hunting parts. Will visit with our Henry Manney, Jack Brumby also may make the journey. Virginia Beers is handling Motor Sports Films. She has a terrific assortment, contact her at 5640 Case Ave., No. Hollywood, Calif., PO 4-3385. Paul Layman is building a lighter Saddle Corvette in Canada; should be ready soon for Paul O'Shea to drive. Paul, along with Walt Hansgen, Carroll Shelby and Phil Hill, may take part in special driving demonstrations at a see & drive auto exhibition at Roosevelt Raceway trotting track, May 8-17.

RACE CALENDAR

FEBRUARY

7—CRA sprint car races, Ascot Speedway, 182nd & Vermont, Gardena. Trials 1 p.m., races 2:15.
14-15 "Frostbite" road races, Ft. Worth SCCA, Texas Reg. Eagle Mtn. Nat'l Guard Base, Ft. Worth, Texas.
15-22 — Daytona Beach (Fla.) Trials. NASCAR.

MARCH

7-8 — L.A. Examiner Grand Prix for sports cars, Pomona Fairgrounds. CSCC. Info: No. 1-3312.
14 — Non-spectator road races, Pomona Fairgrounds. SCCA. L.A. Reg.
21 — Sebring 12-hrs. Sebring, Fla.
27—March 1 — Pan-Am Carrera del Norte, Pan-American Reg., SCCA Ascarate Park, El Paso, Texas.

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THUMBNAIL ROAD TEST:

LITTLE BERKELEY ROADSTER PROVES THE CAT'S PAJAMAS

The 2-seater Berkeley can hardly be considered an ideal family car, but very few out-and-out sports cars can, even a Ferrari Testa Rossa. The Berkeley we tested had the 492cc Excelsior 3-cylinder, 2-cycle engine, now standard equipment, which gives 30bhp at 5500rpm. stock. This, combined with the lightness of the fibre glass body and frame, gives surprisingly rapid acceleration under street and freeway driving conditions.

No Problem

The first thing noticeably different about the Berkeley, other than the sheer smallness of the car, is the 4-speed straight throw gear box. In actual practice, we found this no more difficult to get used to than the odd-ball shift patterns used in many of the more standard small cars.

With the front wheel drive of

the car, the amount of useable luggage space in the rear is sufficient for weekend luggage or groceries. The top canvas, bows and side curtains fit into a special slot in the rear compartment.

Fuel Economy

The understandable fuel economy is somewhat offset by the necessity of adding a quart of Castrol or Steen C to the gas tank with every 4 gallons of regular gas. This, in turn, is countered by the fact that no crankcase oil is used and that the tank is not filled very often.

While the Berkeley is hardly the No. 1 car for the man with a wife and 7 kids, it does make a jazzy 2nd car for buzzing around town, for weekend trips or for inexpensive racing. It's a real ball to sit at the stop light with the engine ticking over in the erratic way 2-cycle engines do, looking up at the towering Detroit iron, then slip into gear and dart away with a biting rasp as distinctive as Maserati's, if not quite as potent. WRCS.

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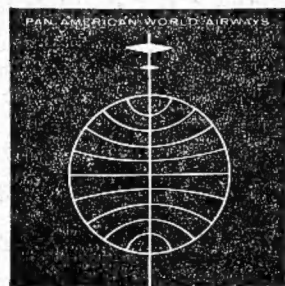
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